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1. On the way to Manchuria [redacted] in Shanhaikuan (119-47, 40-01), [redacted] travel papers and identification documents were examined and currency changed to Tung'ei P'iao (TPP), which is the legal tender in Manchuria. As of 1 March 1950 the exchange rate was Jen Min P'iao 1 to TPP 10.
2. It is very obvious that an enormous effort is being made to complete the double-tracking of the Shanhaikuan-Lukden section of the Peiping-Lukden railroad. The very heavy traffic on the line consists mostly of cargo from Manchuria for North China ports.
3. Uniforms of railway workers, soldiers and various officials in Manchuria differ from those in China. A decently dressed person is scarcely ever seen in Manchuria, and Chinese travelling into Manchuria make a point of wearing particularly old clothes so that they will not be conspicuous. The clear impression gained is of general poverty.
4. The Northeast administration is run with the help of Soviet advisers, and Russian influence is very marked.
5. Many Russian passenger cars (Pobeda) are seen in Lukden, as well as a few Russian trucks -- the 1 1/2 ton Molotov model and the 3 1/2 ton S.I.S. model -- and many Russian jeeps. A number of Russian consumer goods, all inferior to Shanghai products, are on the market; among them are cotton piece goods, paper, matches, cigarettes, plastic handbags and raincoats. The only Russian-made industrial item [redacted] in Lukden was some transformers.
6. A model of a gasoline-driven farm tractor supplied by the USSR was shown at the Lukden Industrial exhibition. A foreigner who mentioned the difficulty of obtaining gasoline in China and the Japanese use of tractors utilizing Lushun diesel oil or soya bean oil, was told that the Russians knew what they were doing and that gasoline tractors were better anyway, even if the reason was not evident to everyone.

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7. The Mukden Industrial Exhibition showed that the iron and steel industry has the highest priority, followed by textiles, although production of paper has already been resumed in several mills.
8. The Japanese-built oil shale plant at Chihhsi (120-50, 40-45) and the factories at Chinchou (121-07, 41-07) appear to be deserted, and power lines in South Manchuria are still down.
9. Around Mukden industrial installations are being rebuilt with enormous speed (*-6). All coal mines are operating and have a satisfactory output, but much new equipment is needed. The Penchihi (123-43, 41-20) iron works are waiting to obtain new equipment before resuming production.
10. The North China People's Government (sic) is negotiating for the importation of heavy machinery and railroad material to the Northeast, particularly for the Suiho and Tafengman hydroelectric installations and for the Anshan iron and steel works. The Anshan works are operating again and the management plans to reach production figures much higher than the Japanese maximum production of 2,000,000 tons of iron and steel.

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